

Travelling in the slow lane: the benefits of, and barriers to, active transport

Prof Simon Kingham

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AHSNZ International Symposium
Looking Back, Moving Forward
Queenstown, October 23rd-25th 2015





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Who am I?

- University Professor
 - Teacher and Researcher
- Local Transport involvement
 - Canterbury Regional Transport Committee
- NZ resident for 15 years, but UK born
- Commuter & utility cyclist
- Husband and father





Talk today

- What is active transport?
- The benefits of active transport?
- The barriers to active transport?
 - Individual
 - Societal
- What can we do to encourage active transport?



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WHAT IS ACTIVE TRANSPORT?



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UC
**UNIVERSITY OF
CANTERBURY**
Te Whare Wānanga o Waitaha
CHRISTCHURCH NEW ZEALAND



Commuting by Public Transit and Physical Activity: Where You Live, Where You Work, and How You Get There

Ugo Lachapelle, Larry Frank, Brian E. Saelens, James F. Sallis, and Terry L. Conway

Background: Most public transit users walk to and from transit. We analyzed the relationship between transit commuting and objectively measured physical activity. **Methods:** Adults aged 20 to 65 working outside the home ($n = 1237$) were randomly selected from neighborhoods in Seattle and Baltimore with high or low median income and high or low mean walkability. Mean daily moderate-to-intensity physical activity (MPA) were regressed on frequency of transit use, adjusting for demographic factors and enjoyment of physical activity. **Results:** Regardless of neighborhood walkability, adjusting for demographic factors and enjoyment of physical activity, transit users had higher MPA than nonusers. Associations between transit commuting and self-reported days of walking and work were assessed using Chi Square tests. **Results:** Regardless of neighborhood walkability, transit users accumulated more MPA (approximately 5 to 10 minutes) than nonusers near home and near the workplace than transit nonusers. Enjoy

Relation Between Higher Physical Activity and Public Transit Use

Brian E. Saelens, PhD, Anne Vernez Moudon, Dr es SC, Bumjoon Kang, PhD, Philip M. Huvitz, PhD, and Chuan Zhou, PhD

Physical inactivity is prevalent and a worldwide public health concern.¹ Increasing active transport is an appealing strategy to increase overall physical activity, although more clarity is

Objectives. We isolated physical activity attributable to transit use to examine issues of substitution between types of physical activity and potential confounding of transit-related walking with other walking.

Methods. Physical activity and transit use data were collected in 2008 to 2009 and Community study participants from King County with an accelerometer, a portable Global Positioning System travel log. Physical activity was classified into walking and nonwalking time. Analyses compared transit users and nonusers, between less and more transit use, and between transit and nontransit days for

more daily overall physical activity and more total walking but did not differ on either non-transit-related walking or nonwalking activity. Most frequent transit users had more walking than nonusers. Higher physical activity levels for walking were found on transit days, with 14.6 minutes (12.4 minutes less) of daily physical activity directly linked with

Walking Associated With Public Transit: Moving Toward Increased Physical Activity in the United States

Amy L. Freeland, PhD, Shailendra N. Banerjee, PhD, Andrew L. Dannenberg, MD, MPH, and Arthur M. Wendel, MD, MPH

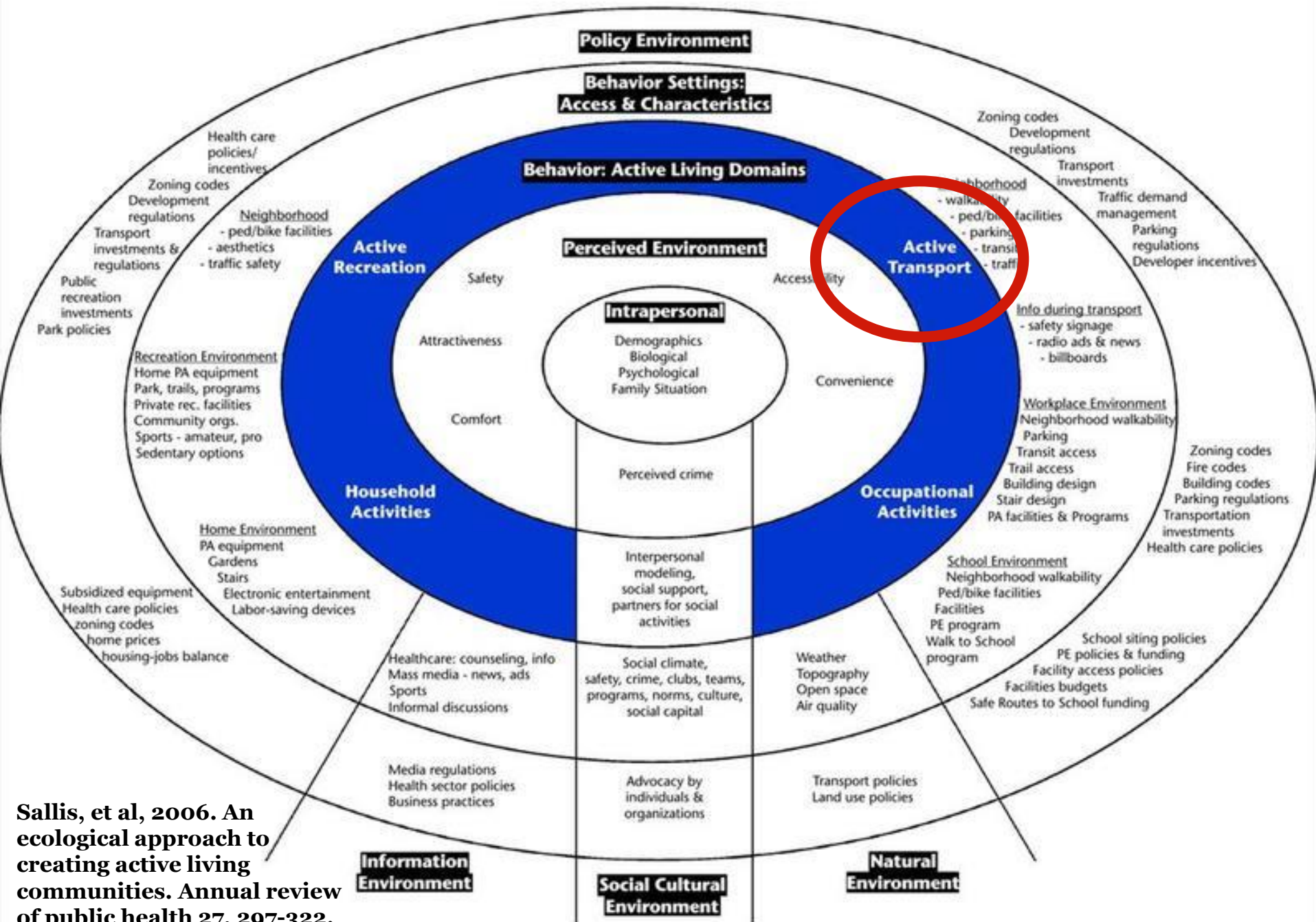
The health benefits of physical activity have been well documented;¹⁻⁴ still, only 64.5% of Americans are physically active, and 25.4% do not participate in leisure time physical activity at all.⁵ Inadequate physical activity contributes to numerous health problems, causing an estimated 200 000 annual deaths in the United States and significantly increasing medical costs.⁶ In contrast, average annual medical expenditures are 32% lower among physically able adults who get regular exercise than the expenditures of those who lead a sedentary lifestyle.⁷

Objectives. We assessed changes in transit-associated walking in the United States from 2001 to 2009 and documented their importance to public health.

Methods. We examined transit walk times using the National Household Travel Survey, a telephone survey administered by the US Department of Transportation to examine travel behavior in the United States.

Results. People are more likely to transit walk if they are from lower income households, are non-White, and live in large urban areas with access to rail systems. Transit walkers in large urban areas with a rail system were 72% more likely to transit walk 30 minutes or more per day than were those without a rail system. From 2001 to 2009, the estimated number of transit walkers rose from 7.5 million to 9.6 million (a 28% increase); those whose transit-associated walking time was 30 minutes or more increased from approximately 2.6 million to 3.4 million (a 31% increase).

Ecological Model of Four Domains of Active Living



Sallis, et al, 2006. An ecological approach to creating active living communities. Annual review of public health 27, 297-322.



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THE BENEFITS OF ACTIVE TRANSPORT?



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Obesity



"New Zealand is in the grip of a global obesity epidemic, the future costs of which will be enormous, potentially unaffordable for the health system."

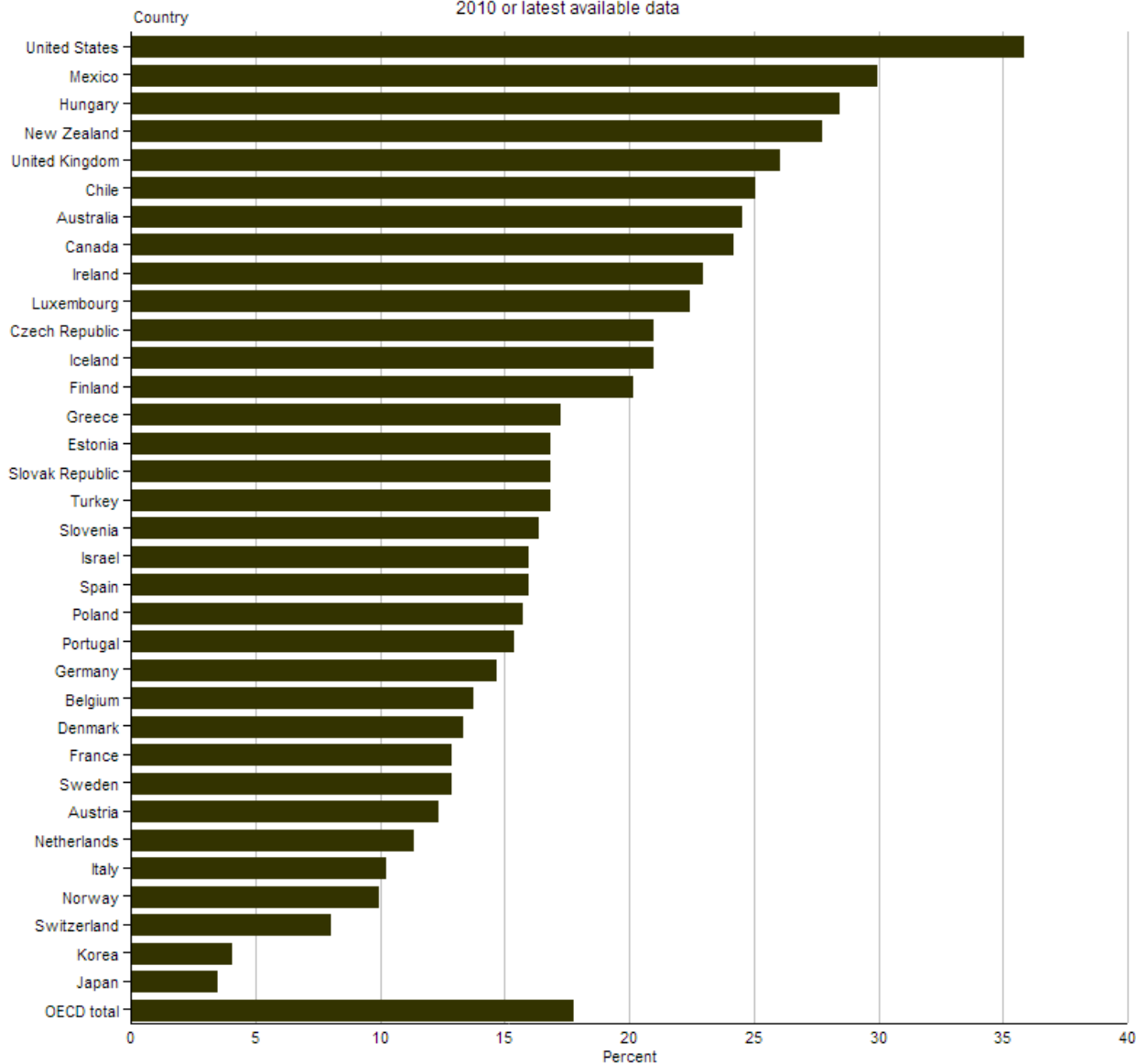
- Professor Norman Sharpe, New Zealand Heart Foundation medical director, Sept 2011 www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=10752121



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Obesity rates – OECD
By country
2010 or latest available data



Source: OECD



NZ Medical Association report

NZ Medical Association report (June 2014) recommends:

- Doctors should give obese healthy living advice and tell them to exercise
- Expand nutrition and exercise programmes
- Stop unhealthy food marketing aimed at children
- Tax sugary beverages
- Bring in a consistent and easy-to-use food labelling system
- Food and nutrition guidelines for school canteens and hospitals
- Nutrition part of school curriculum
- Licensing of fast food premises
- Make urban environments support physical activity
- Possibly expand health target for pregnant women to all

WHAT MAGNITUDE?



What level of impact

Cost of Obesity

- Global = \$2 trillion (McKinsey Global Institute)
- New Zealand = \$622m* in health costs + \$98-\$222m lost productivity#

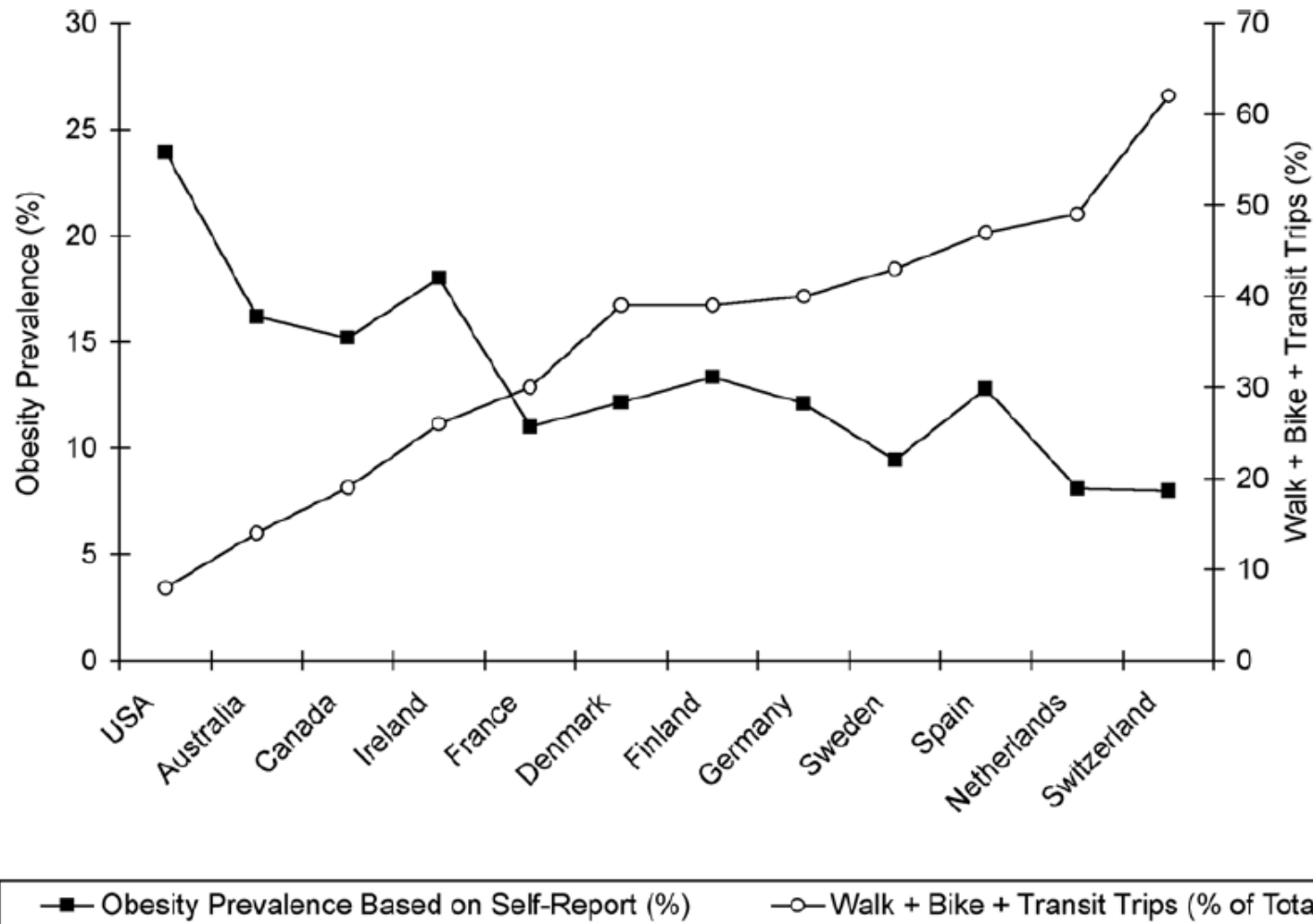
* *Based on 2006 figures*

Lal et al, 2012, Health care and lost productivity costs of overweight and obesity in New Zealand. Aust NZ J Public Health. 2012; 36:550-6



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What level of impact



Source: Bassett et al, 2008, Walking, Cycling, and Obesity Rates in Europe, North America, and Australia. *Journal of Physical Activity & Health* 5 (6):795-814.



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Obesity



Belfast
Telegraph.co.uk Friday 27 March 2015

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Active commuters 'have lower BMI'

Flint et al, 2014, Associations between active commuting, body fat, and body mass index: population based, cross sectional study in the United Kingdom. BMJ 349, 4887



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Obesity



Declining Walkability Plays a Big Role in China's Obesity Problem

- Over 20% of all overweight or obese people in the world are Chinese
- Walkable urban design tied to walking for commuting, non-commuting and exercise

Source: Alfonzo et al, Walking, obesity and urban design in Chinese neighborhoods. Preventive Medicine, 2014



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Longer life

 www.bbc.com/news/world-europe-34498871



00:08 / 03:05



Dutch cyclists have longer lives say researchers

11 October 2015 Last updated at 03:40 BST

Researchers at the University of Utrecht say that Dutch cyclists live longer than people who do not use a bike.

They say the evidence proves that cycling is not just good for your health but adds an average of six months to life expectancy.



Wellbeing

- Compared to driving, wellbeing was higher when using active travel or public transport.
- Use of active travel reduced the likelihood of two specific GHQ12 psychological symptoms.
- Switching from car driving to active travel improved wellbeing.
- Wellbeing increased with travel time for walkers, but decreased for drivers.



Preventive Medicine

Volume 69, December 2014, Pages 296–303



Does active commuting improve psychological wellbeing?
Longitudinal evidence from eighteen waves of the British
Household Panel Survey



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Wellbeing



WELL-BEING AUGUST 13, 2010

PRINT

SHARE

Wellbeing Lower Among Workers With Long Commutes

by Steve Crabtree

Back pain, fatigue, worry all increase with time spent commuting

WASHINGTON, D.C. -- American workers with lengthy commutes are more likely to report a range of adverse physical and emotional conditions, leading to lower overall scores on the Gallup-Healthways Well-Being Index.



Stress

www.citylab.com/commute/2015/09/drivers-have-the-most-stressful-commutes/406429/

Drivers Have the Most Stressful Commutes

Transit riders and walkers, who avoid the “unexpected delays” of traffic, stack up better in a new survey.

ERIC JAFFE | [@e_jaffe](#) | Sep 21, 2015 | 4 Comments

Transportation Research Part F 34 (2015) 141–151



ELSEVIER

Contents lists available at [ScienceDirect](#)

Transportation Research Part F

journal homepage: www.elsevier.com/locate/trf

Am stressed, must travel: The relationship between mode choice and commuting stress

Alexander Legrain^a, Naveen Eluru^b, Ahmed M. El-Geneidy^{a,*}



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Happiness



04 JUNE 2014

Bicycling the 'happiest' form of transport

A study found that people are in the best mood while they are bicycling, compared to any other mode of transportation.

Transportation (2015) 42:25–43
DOI 10.1007/s11116-014-9521-x

Mood and mode: does how we travel affect how we feel?

Eric A. Morris • Erick Guerra



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Longer life



THE INDEPENDENT FRIDAY 27 MARCH 2015

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Sport > Others > Cycling

The secret of eternal youth: skin-tight Lycra and a bicycle



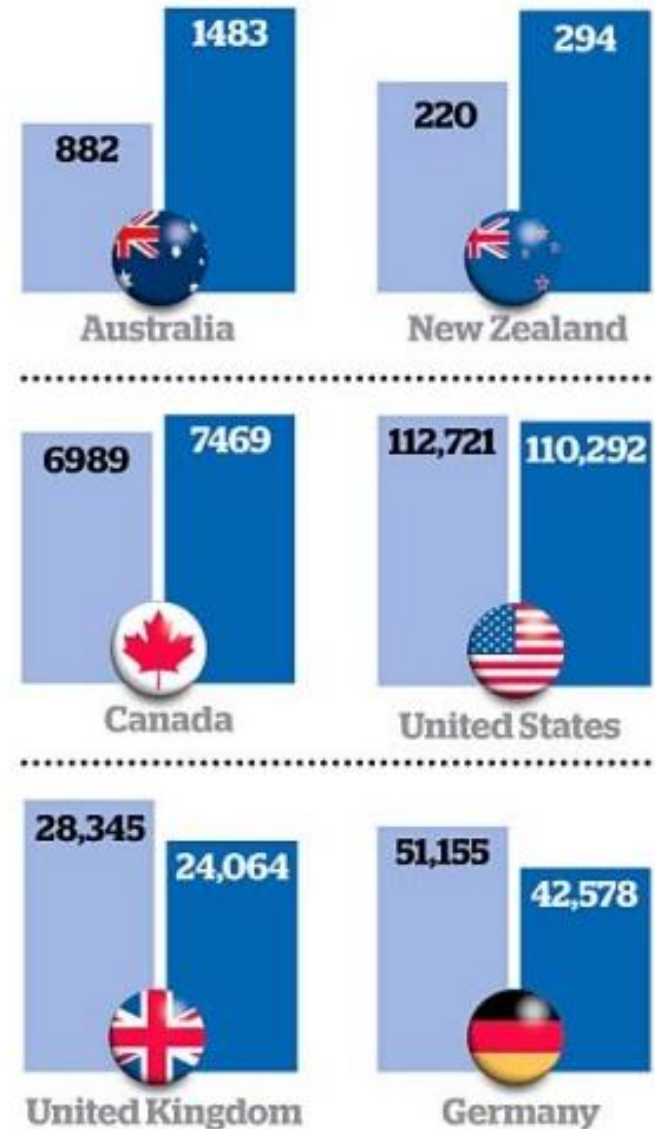
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Traffic pollution

- Urban outdoor air pollution is estimated to cause 1.3m deaths p.a. (WHO)

Deaths from air pollution in OECD countries

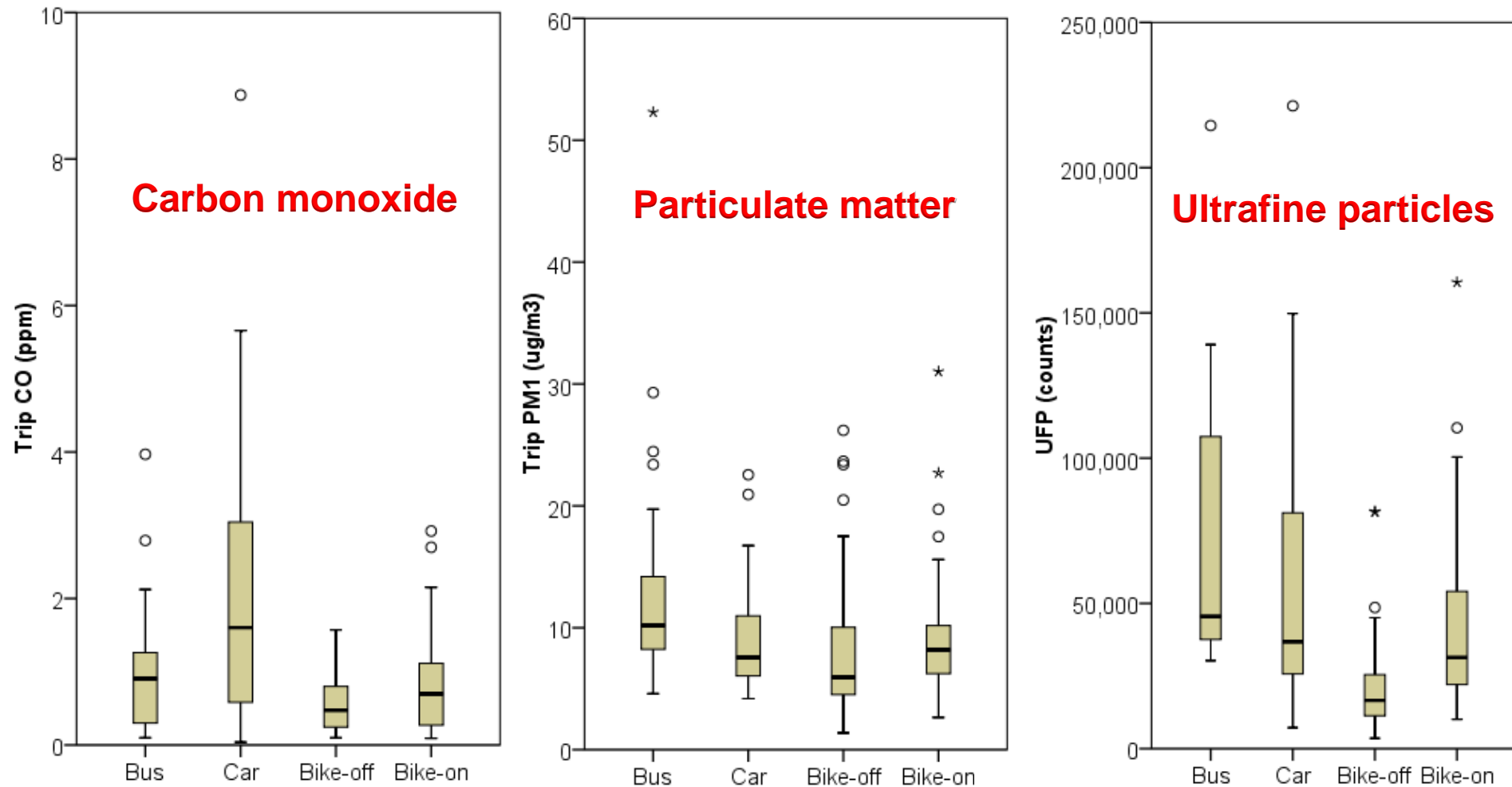
● 2005 ● 2010



SOURCE: OECD (2014), THE COST OF AIR POLLUTION: HEALTH IMPACTS OF ROAD TRANSPORT



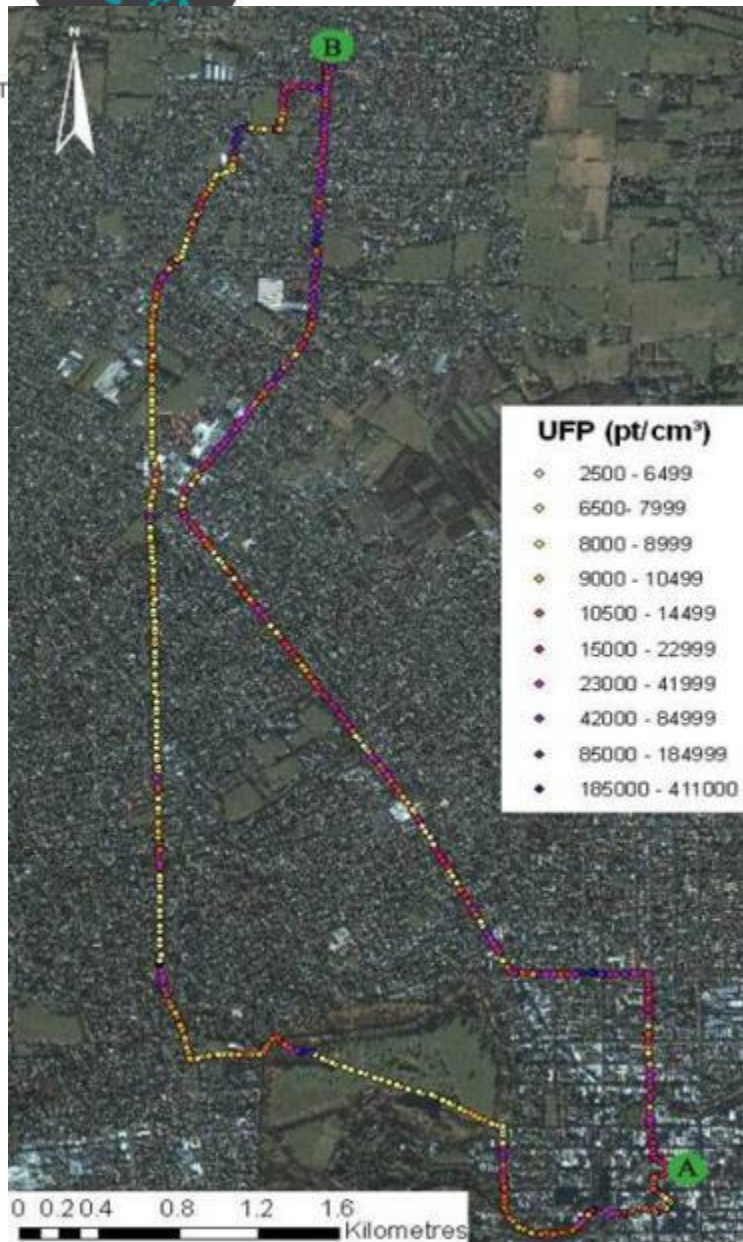
Pollution exposure



Source: Kingham et al, 2013, Variations in exposure to traffic pollution while travelling by different modes in a low density, less congested city. Environmental Pollution 181, 211-218.



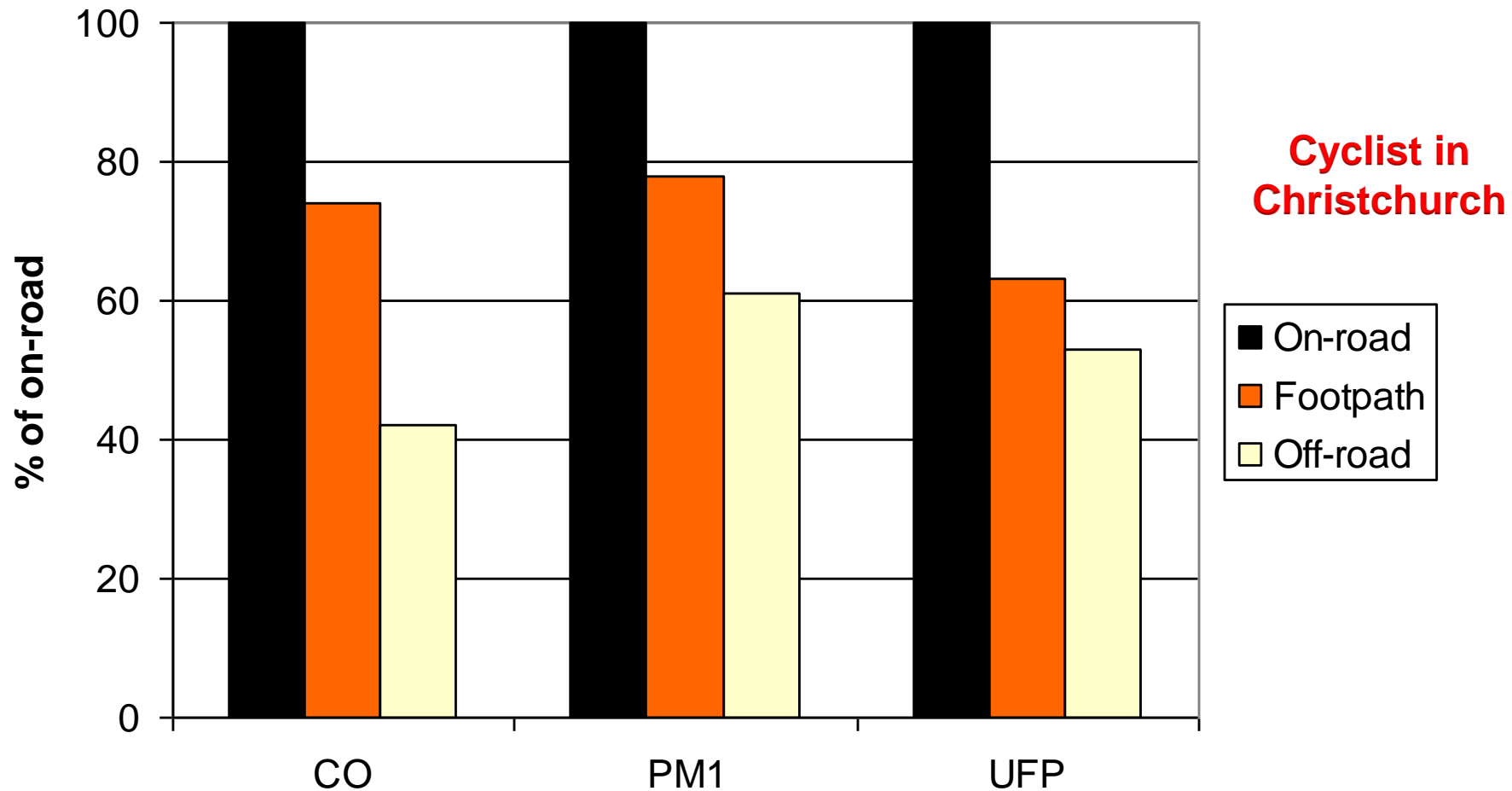
Source: Simon
Kingham and
Woodrow
Pattinson





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Pollution exposure



Source: Simon Kingham



Pollution exposure

- Cyclists are exposed to less pollution than other road users
- Small amount of separation from traffic significantly reduces pollution exposure



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Climate change

- Domestic transport contributes 42 % of total carbon dioxide emissions in NZ
- 17% of ALL carbon emissions are from motor vehicles



**YOU CONTROL
CLIMATE CHANGE.**

TURN DOWN. SWITCH OFF. RECYCLE. WALK. **CHANGE**



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Business benefits

Cities

Resilient cities

Cities with physically active residents more productive as well as healthier

Increasing amount of green space and promoting walking, cycling and use of public transport has significant economic benefits, study concludes

Peter Walker

 @peterwalker99

Tuesday 9 June 2015 00.01 BST



35% decrease in injuries to all street users (8th Ave)

58% decrease in injuries to all street users (9th Ave)

Up to 49% increase in retail sales (Locally-based businesses on 9th Ave from 23rd to 31st Sts., compared to 3% borough-wide)

Left turn bays and signal phases

Mixing zones for bicycles and left-turning vehicles

Parking-protected bike lane

Pedestrian safety islands





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Average Customer Expenditures by Mode of Travel and Type of Establishment

Clifton K, 2012, Business
Cycles: Catering to the
Bicycling Market, TRB 280, 26

Mode	Establishment	Trips per Month	\$ per Trip	\$ per Month	N
Auto	Bar	1.6	25.55	40.21	88
	Convenience	9.9	7.98	79.37	543
	Restaurant	2.2	18.74	41.16	409
	Total	4.5	13.70	61.03	1,040
Bike	Bar	4.9	14.08	68.56	42
	Convenience	14.5	7.30	105.66	63
	Restaurant	3.5	12.08	42.52	48
	Total	7.1	10.66	75.66	153
Transit	Bar	1.8	19.54	35.35	13
	Convenience	10.9	6.91	75.62	53
	Restaurant	3.5	11.52	40.68	36
	Total	5.7	10.15	58.16	102
Walk	Bar	3.1	22.17	68.42	53
	Convenience	12.6	6.13	77.34	254
	Restaurant	2.6	16.74	43.77	131
	Total	5.9	11.25	66.22	438
Total	Bar	2.5	21.78	53.59	196
	Convenience	10.9	7.36	80.40	913
	Restaurant	2.4	17.39	41.78	624
	Total	5.0	12.60	63.46	1,733

NOTE: N = number of respondents.



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Road space and congestion



Cycling Promotion Fund, Australia. www.bikeoz.com.au/index.php/cycling-promotion-fund)



Social capital

Communities that promote sustainable and active can:

- Reduce disparities between the rich and poor
- Promote good neighbourhood
- Enable poor to gain better access to healthy food
- Lead to decreased crime

Source: OECD, 2000, Environmentally sustainable transport. Futures, strategies and best practices.



Social Interactions on Three Streets - Neighboring and Visiting

HEAVY TRAFFIC

MODERATE TRAFFIC

LIGHT TRAFFIC

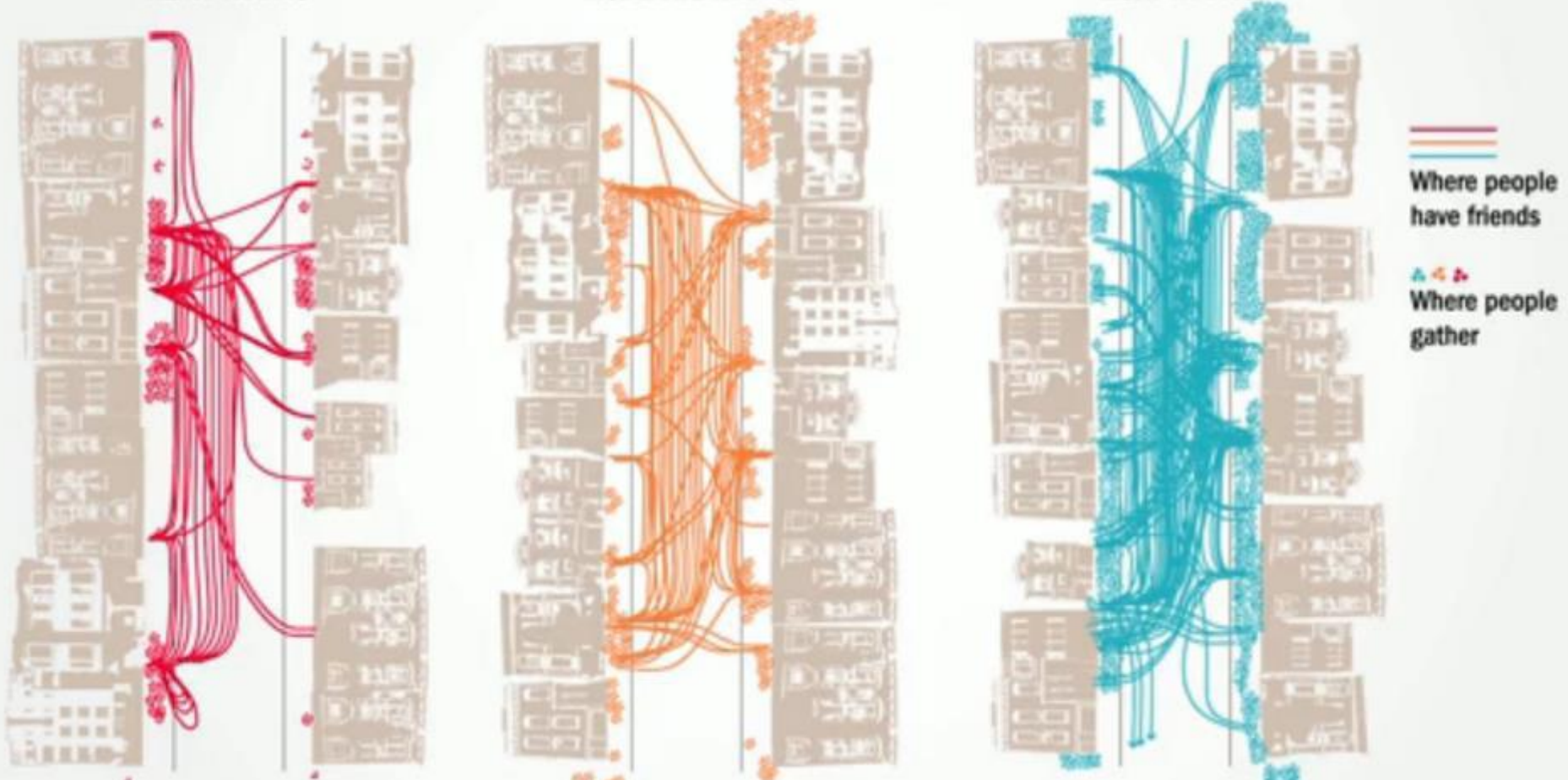


Figure 1: This image shows how community ties can actually be knit together by a street that is livable and inviting — or torn apart when auto traffic noise, pollution, and threats dominate the street environment.

Source: Figure 3, page 21, *Livable Streets*, Donald Appleyard, University of California Press, 1981.

Traffic levels: 16,000, 8,000 and 2,000 vehs per day



Home Territory on Three Streets

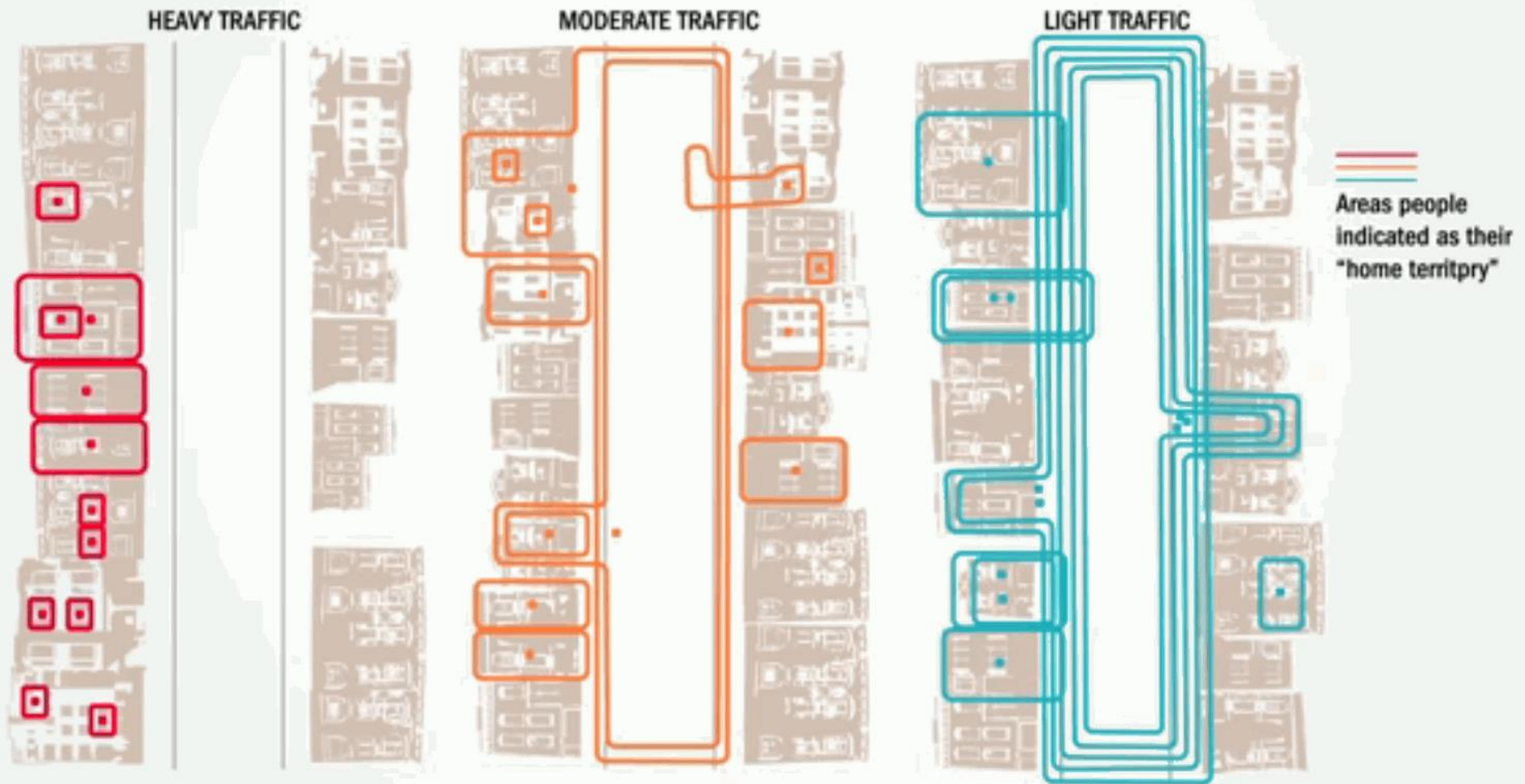


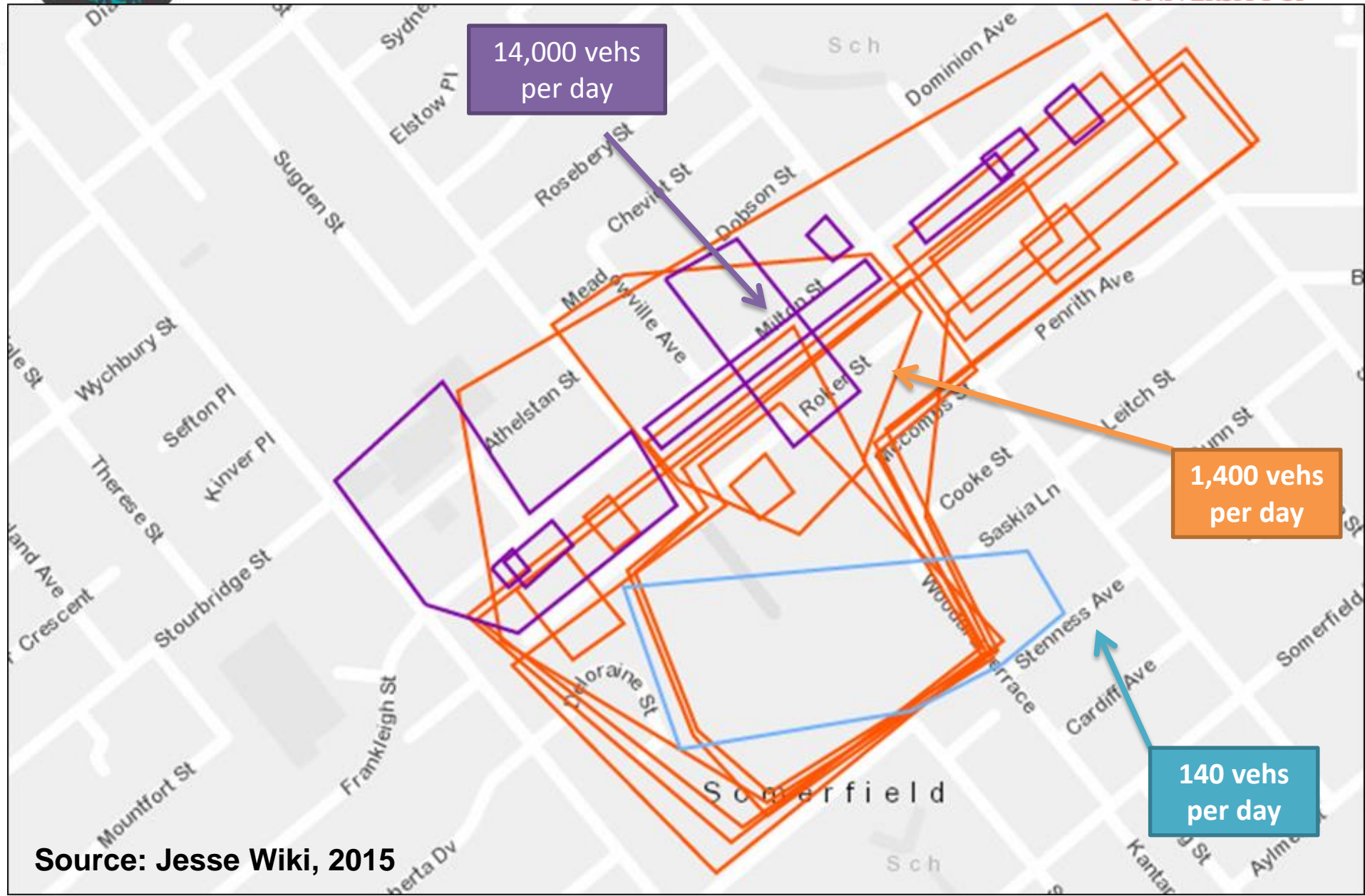
Figure 2: This illustration shows how a resident's sense of their home territories shrinks as traffic grows heavier and faster.

Source: Figure 4, page 23, *Livable Streets*, Donald Appleyard, University of California Press, 1981.

Traffic levels: 16,000, 8,000 and 2,000 vehs per day 34



Christchurch





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What we need to do



- More people actively travelling
 - Walking
 - Cycling
 - Public transport



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THE INDIVIDUAL BARRIERS TO ACTIVE TRANSPORT?



Cycling research

Assessment of the type of cycle infrastructure required to attract new cyclists

- Type of infrastructure needed to attract '**new**' cyclists
- Investigate the barriers and motivations for cycling
 - Perceived danger is main barrier!
 - Physical separation was key

Source: Kingham S, Koorey G and Taylor K, 2011, Assessment of the type of cycle infrastructure required to attract new cyclists. NZTA Research Report 449.



Other barriers





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THE SOCIETAL BARRIERS TO ACTIVE TRANSPORT?



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Congestion **BARRIER**



Congestion isn't all bad

- Congestion suppresses latent travel demand
- Congestion encourages less travel or use of alternative modes
 - Strongest when good alternatives
- Congestion-free roads don't result in pollution as low as the models tell us



Congestion isn't all bad

Cheonggyecheon, Seoul, Korea



Before (<http://www.kcet.org/socal/departures/landofsunshine/la-river/from-freeways-to-waterways-what-los-angeles-can-learn-from-seoul.html>)



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Congestion isn't all bad



<http://www.kcet.org/socal/departures/landofsunshine/la-river/from-freeways-to-waterways-what-los-angeles-can-learn-from-seoul.html>



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Congestion isn't all bad

1970



2005



www.lafoundation.org



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Congestion isn't all bad





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Congestion isn't all bad





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Where did the traffic go?



“It just disappeared” - Prof Jeff Kenworthy

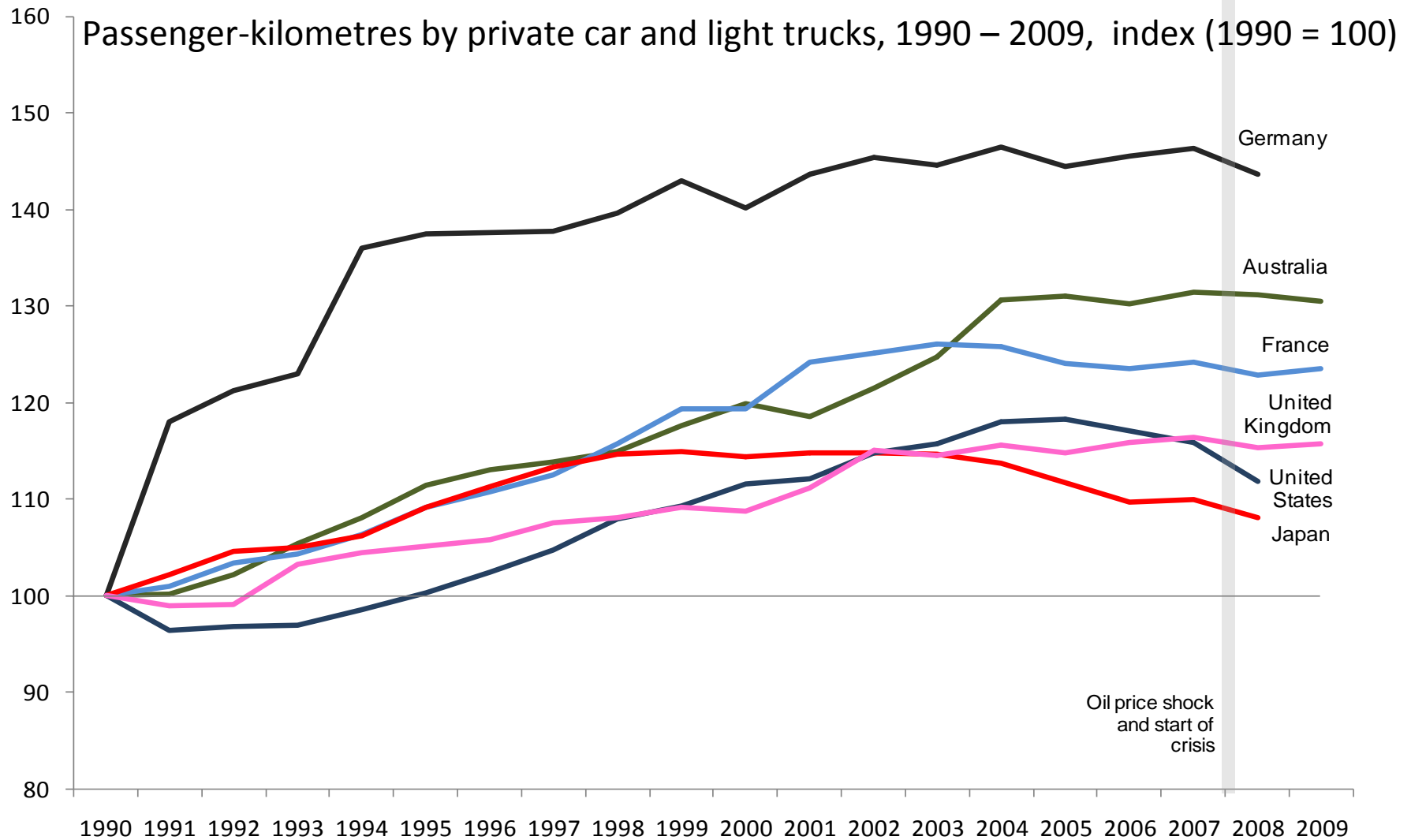


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Future planning **BARRIER**



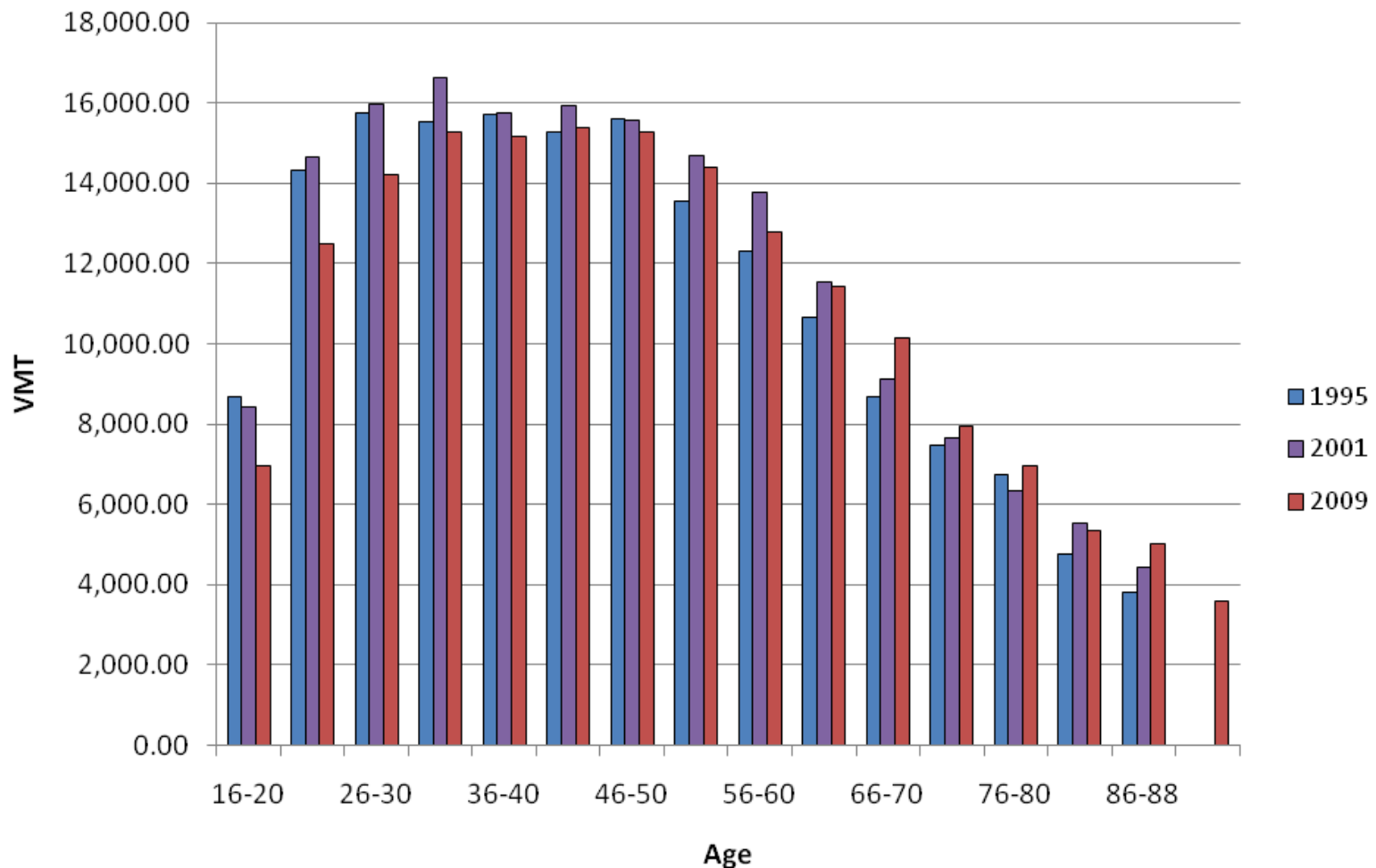
Peak car





Peak car and age

Annual vehicle miles per driver by age, USA, 1995, 2001, 2009





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Peak car



... especially younger people ...

AUTOS TEEN DRIVERS

The teenage dream of owning a car is dying

The New Zealand Herald

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by Mark Penn

@mark_penn

JULY 22, 2015, 9:59 AM EDT

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Brian Rudman's Opinion

Brian Rudman is a NZ Herald feature writer and columnist.

Email Brian

Brian Rudman: End of the road for the sacred car?

9:30 AM Friday Jun 6, 2014

89 comments

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As New Zealand's largest roading project roars ahead, people are using their vehicles less and their legs more

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motoring

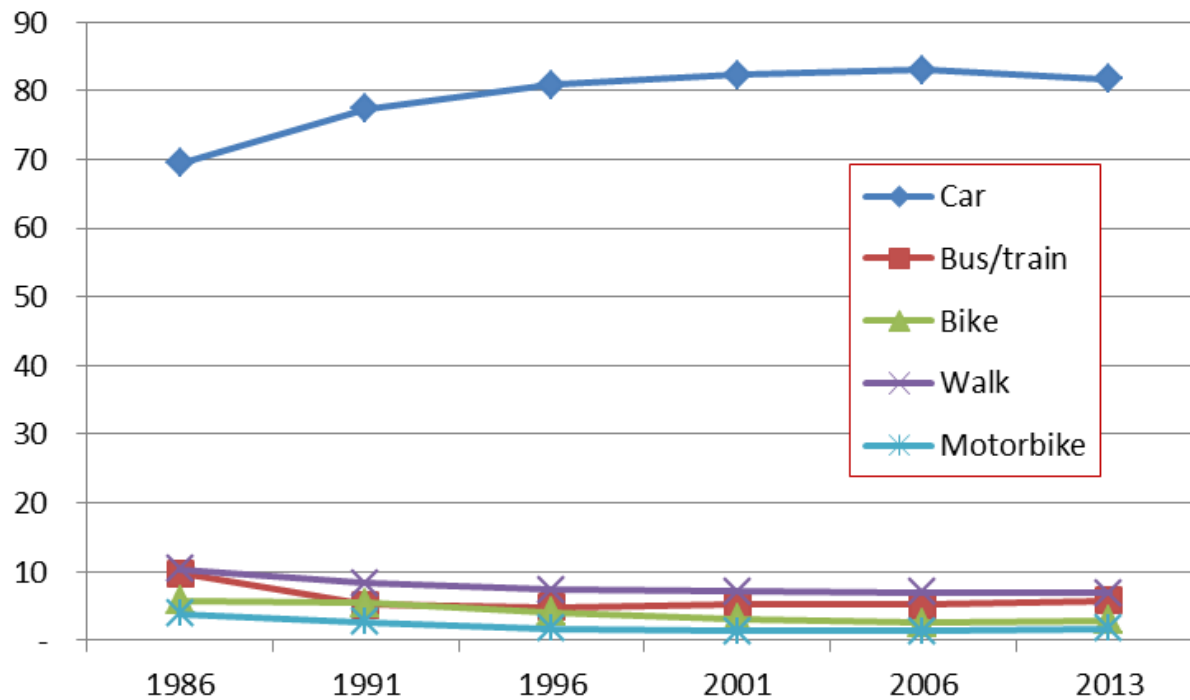
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Death of the car: Why Generation Y is turning to public transport

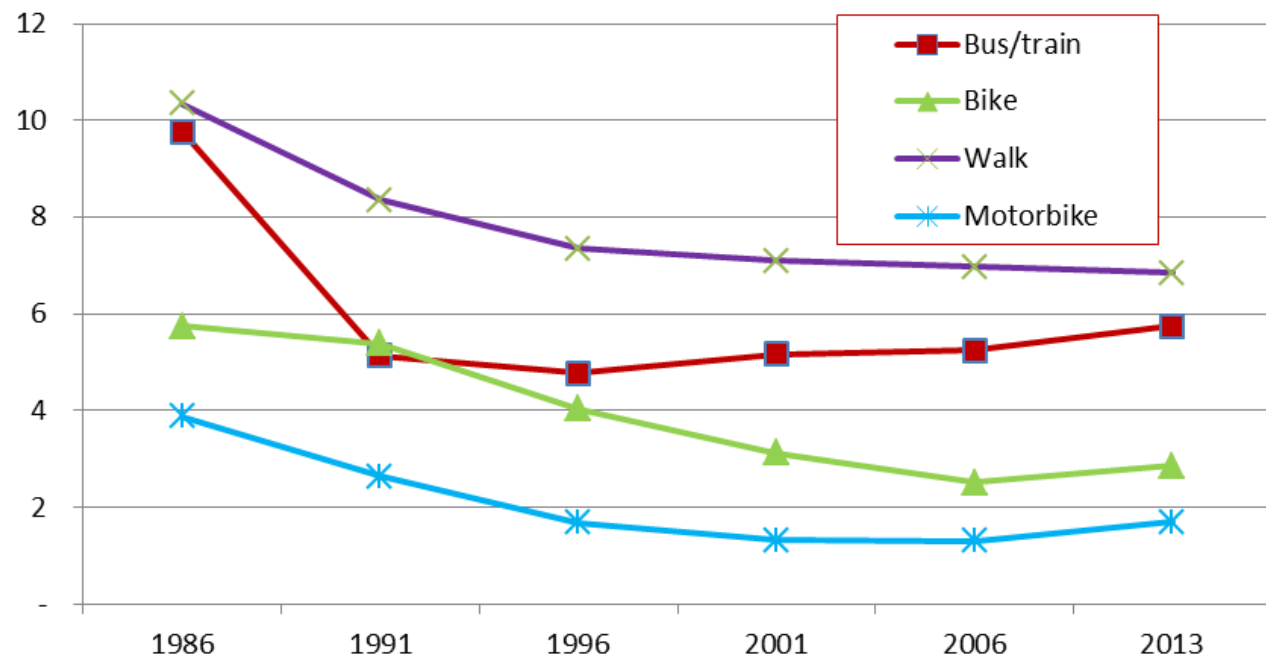
MICHAEL FORBES

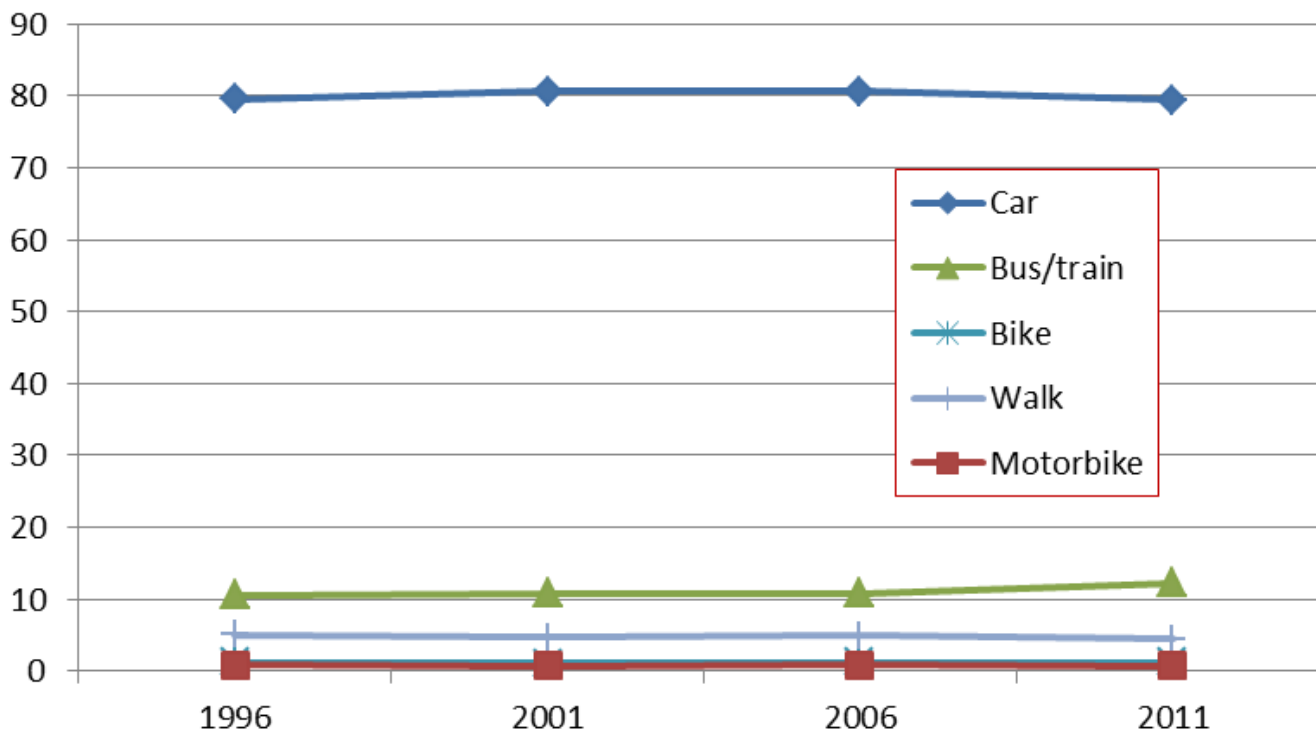
Last updated 05:00, June 12 2015



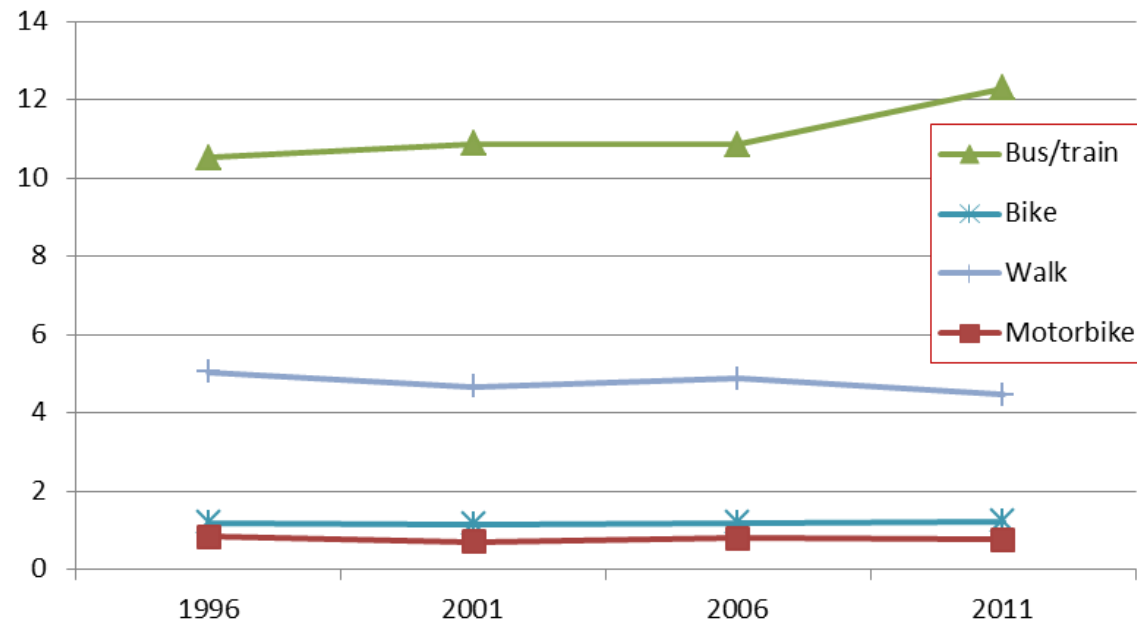


New Zealand Journey to work, 1986-2013





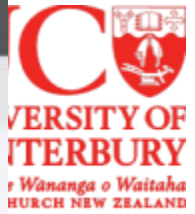
Australia Journey to work, 1996-2011





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PETER NEWMAN *and* JEFFREY KENWORTHY



THE END *of* AUTOMOBILE DEPENDENCE

*How Cities are Moving
Beyond Car-Based Planning*





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Active transport as minority mode **BARRIER**

**Strong &
fearless**



Interested but concerned
~ 50 - 60%

**Not able or not
interested ~33%**



**Enthused &
confident**

Roger Geller's 4 types of cyclist

<http://www.portlandoregon.gov/transportation/44597?a=237507>



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Taxation and subsidy **BARRIER**

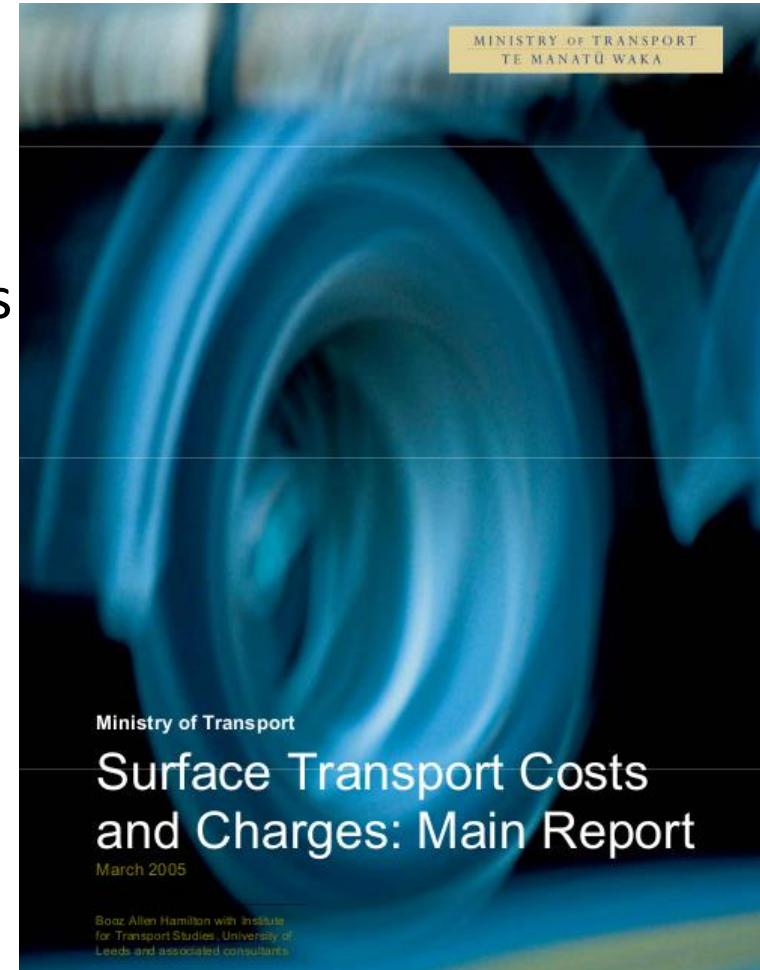


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Who pays?

- cars directly pay 64% of their costs
- trucks directly pay 56% of their costs
- buses directly pay 68% of their costs
- rail users directly pay 77% of their costs

Does not include exercise-related health!



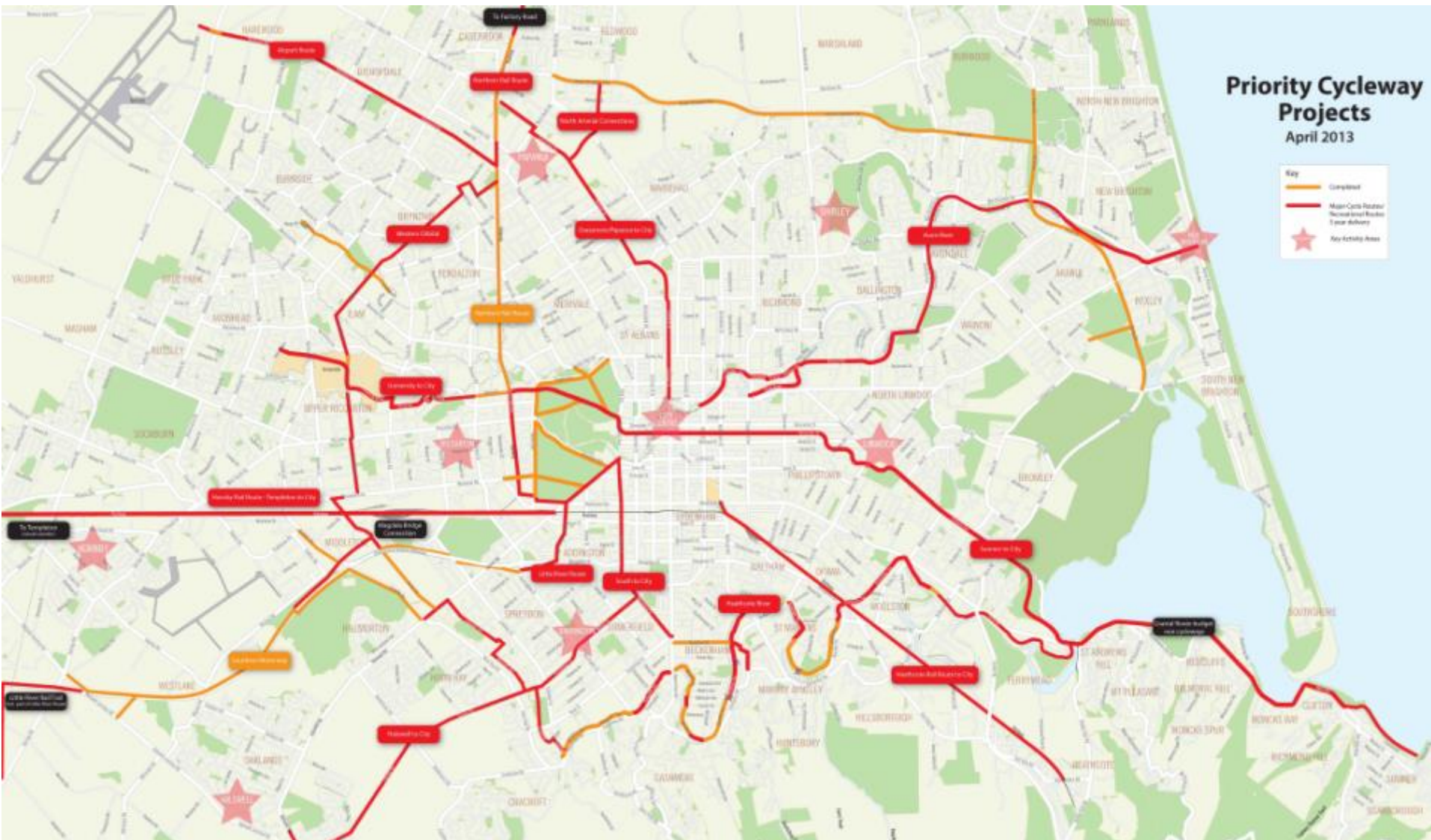


Taxation and subsidy

- NZ research: *“transforming urban roads over the next 40 years, using best practice physical separation on main roads and bicycle-friendly speed reduction on local streets, would yield benefits 10–25 times greater than costs”* (Macmillan et al, 2014)
- A 3 yr intervention in 6 cycling demonstration towns found £2.59 benefit for every £1 invested in decreased mortality alone (Sloman et al, 2009)
- Review of sixteen economic evaluations of the health effects of transport interventions that increased walking and cycling found that mean benefit-cost ratio of 5:1 (Cavill et al, 2008)



New Cycle Route Programme



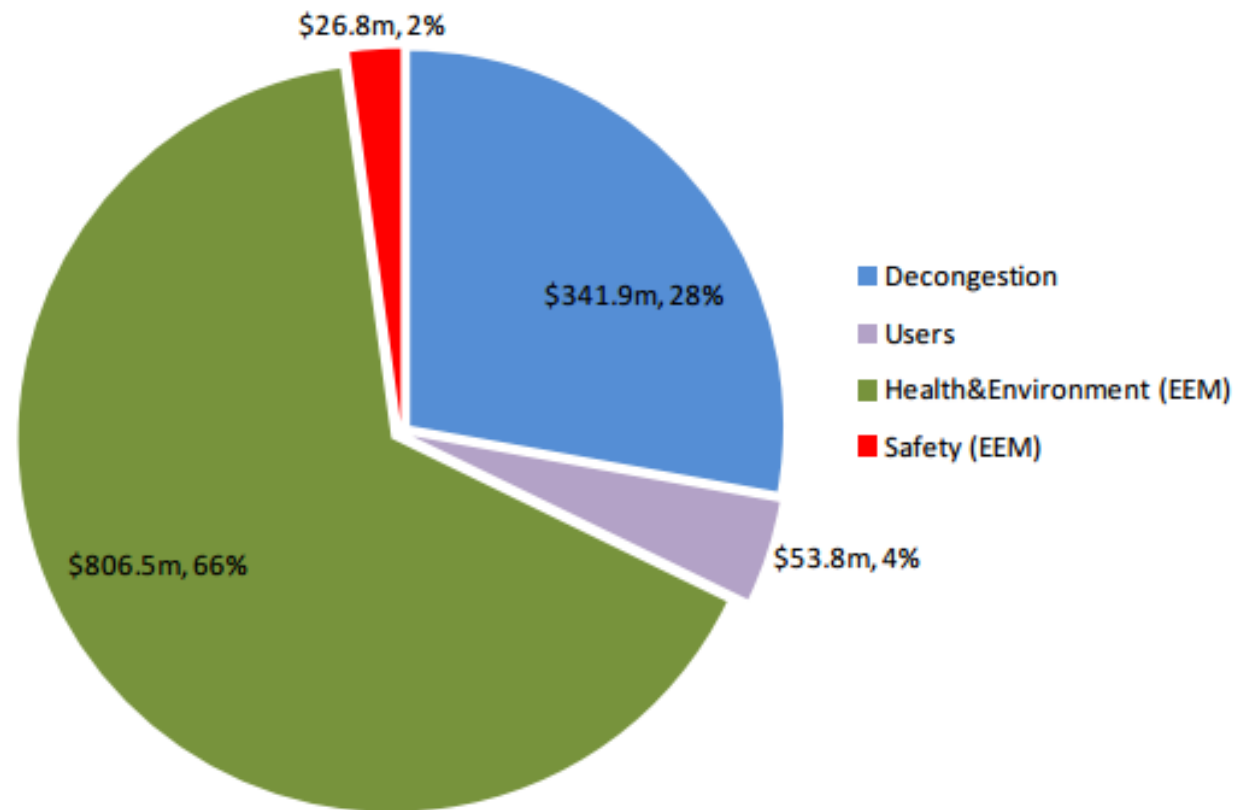


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Christchurch Major Cycleways

Benefit
cost ratio
of 8!

Source of Estimated Net Benefits (nb Present Value)





Roads of National Significance

Table 3: BCRs of the roads of national significance, 2011

Project	BCR	BCR plus WEBs*
1. Puhoi to Wellsford	0.8	1.1
2. Auckland Western Ring route	2.1	2.7
3. Victoria Park Tunnel	3.2	n/a
4. Waikato Expressway	1.4	1.8
5. Tauranga Eastern Link	1.4	1.8
6. Wellington Northern Corridor	1.1	1.4
7. Christchurch Motorways	2.0	2.4
Simple average (all)	1.7	n/a
Simple average (all except 3.)	1.5	1.9

* wider economic benefits

Pickford M, 2013, State highway investment in New Zealand. The decline and fall of economic efficiency. Policy Quarterly 9, 3, 28.



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WHAT SHOULD WE DO TO ENCOURAGE ACTIVE TRANSPORT?



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Make it attractive





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Make it attractive



London





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Make it attractive



Vancouver

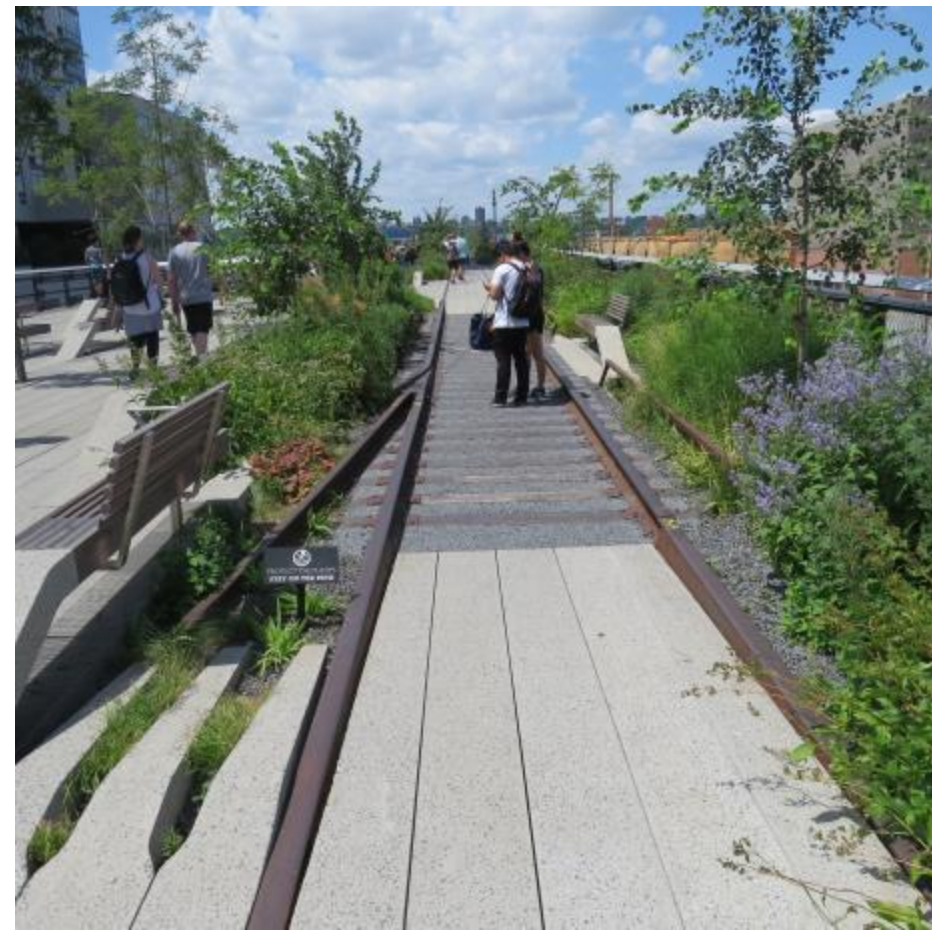




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Make it attractive

High Line, NYC





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Make it attractive

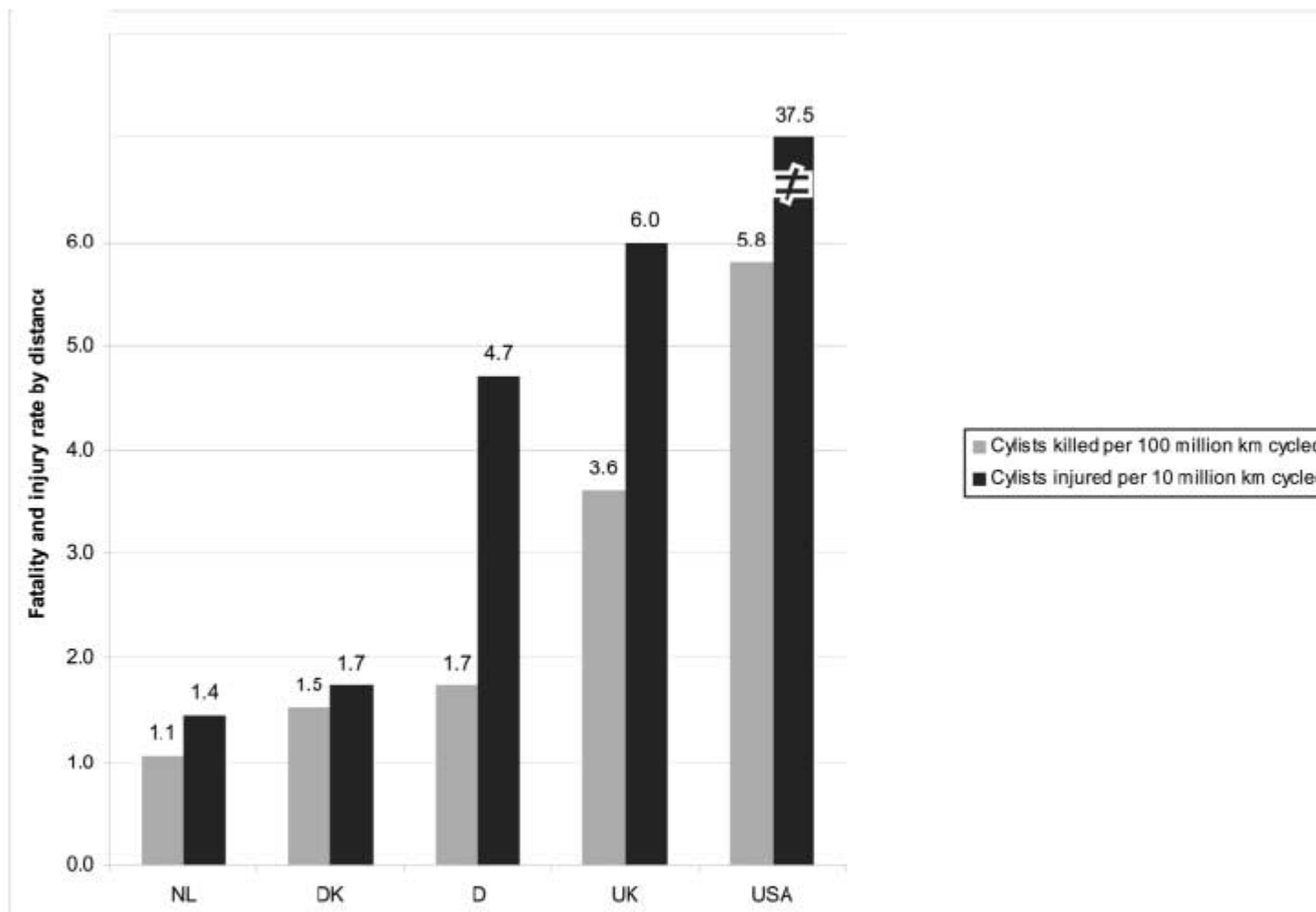
Luas, Dublin





And...

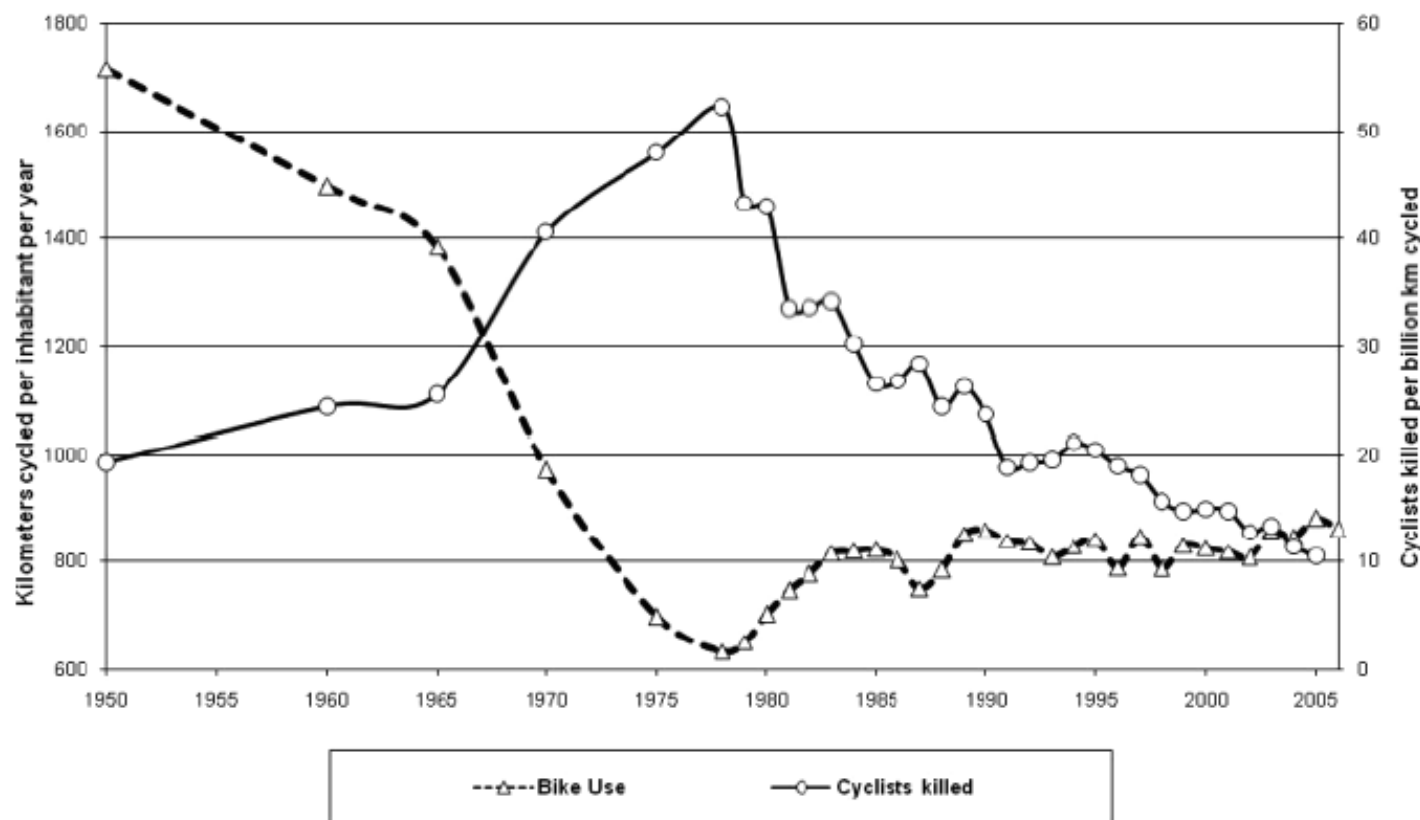
- Active transport becomes safer and more mainstream
 - you attract the *interested but concerned*



Sources: Danish Ministry of Transport (2007); Department for Transport (2007); German Federal Ministry of Transport (2007); Netherlands Ministry of Transport (2007); U.S. Department of Transportation (2007)

Figure 10. Fatality rates and non-fatal injury rates in the Netherlands, Denmark, Germany, the UK and the USA (2004–2005).

Source: Pucher and Buehler. 2008. Making Cycling Irresistible: Lessons from the Netherlands, Denmark and Germany. *Transport Reviews* 28 (4).



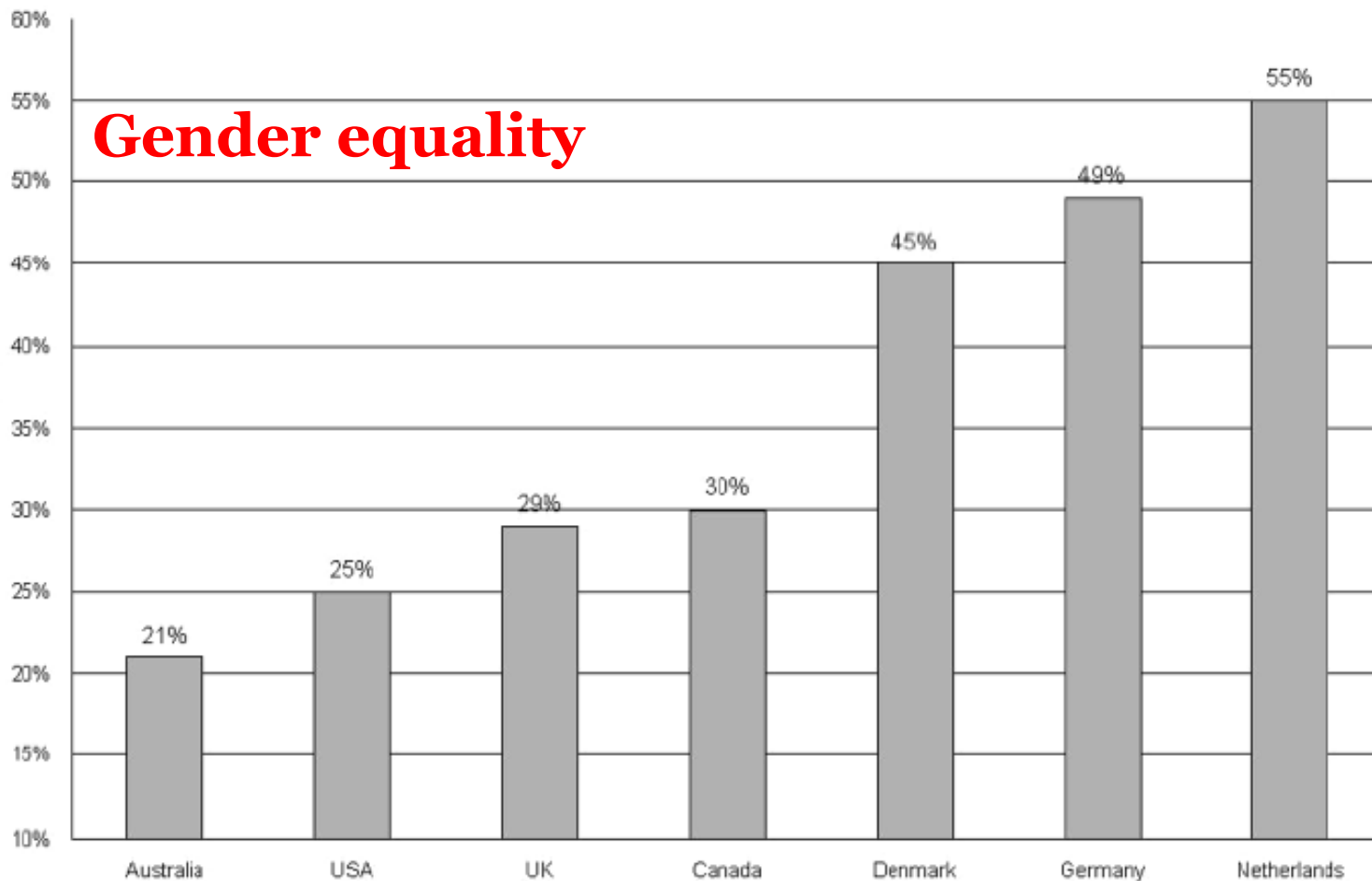
Source: Netherlands Ministry of Transport (2007)

Figure 12. Inverse trends in cycling fatality rates and annual kilometres cycled per inhabitant in the Netherlands (1950–2005).

Source: Pucher, John, and Ralph Buehler. 2008. Making Cycling Irresistible: Lessons from the Netherlands, Denmark and Germany. *Transport Reviews* 28 (4).

Gender equality

Percent of bike trips by women



Sources: German Federal Ministry of Transport (2003); U.S. Department of Transportation (2003); Danish Ministry of Transport (2005); Statistics Netherlands (2005); Australian Bureau of Statistics (2007); Department for Transport (2007) and information provided directly by bike planners in Canadian provinces and cities

Figure 8. Women's share of total bike trips in Australia, the USA, the UK, Canada, Denmark, Germany and the Netherlands (2000–2005).

Source: Pucher and Buehler. 2008. Making Cycling Irresistible: Lessons from the Netherlands, Denmark and Germany. *Transport Reviews* 28 (4).

Who would cycle?

- Lycra, day-glow and helmets would be scarce
- People wouldn't be dressed for battle





More diverse
people on bicycles



Functional bikes







The Ancestral Health Society
of New Zealand

THE PRESS, Wednesday, October 14, 2015

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Slow down and save lives

What's the rush? Why are we always in such a hurry to get to the next thing or to there, wherever "there" is? Kiwi drivers have many faults and our predilection for speeding has to be among the worst.

On the open road, many motorists drive seemingly as if

effects. Statistics from 2013 show speed was a contributing factor in 74 fatal, 305 serious injury and 988 minor injury crashes.

The call for slower roads that has come this week from University of Canterbury transport engineer Dr Glen Koorey is to be applauded.



Final Conclusions

- Investing in active transport is good economic sense
 - Especially health benefits
- The key is making it an attractive choice
 - For cycling safety is the main barrier and separation from traffic is the key



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Questions?

Bikelash!

The bike revolution and its backlash

From bike lanes to Citi Bike and beyond, how the two-wheeled insurgency resembles other social uprisings

BY LIONEL BEEHNER / NEW YORK DAILY NEWS / Friday, May 10, 2013, 4:15 AM

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DEBBIE EGAN-CHIN/NEW YORK DAILY NEWS

Transportation Commissioner Janette Sadik-Khan and Deputy Mayor Howard Wolfson kick off New York City's bike share program.

The bike wars are still at fever pitch, with mayoral candidates tripping over themselves in the rush to reverse some of Mayor Bloomberg's pro-cyclist policies.

Expansion of Bike Lanes in City Brings Backlash



Michael Appleton for The New York Times

Taking the bicycle lane on Ninth Avenue. New York has added 250 miles of bicycle-only lanes in the past four years, but not everyone is pleased.

By J. DAVID GOODMAN

Published: November 22, 2010

Over the last four years, the streets of New York City have undergone a transformation: More than 250 miles of traffic lanes dedicated for bicycles have been created, and several laws intended to promote cycling have been passed.

Multimedia



Interactive Feature

The efforts by the [Bloomberg administration](#) have placed the city at the forefront of a national trend to make bicycling viable and safe even in the most urban of settings. Yet over the last year, a backlash has taken hold.

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Bike blog

What is also at stake, potentially, is the career of New York's transportation commissioner, Janette Sadik-Khan, who has been an effective and high-profile champion of public transportation, pedestrianisation projects and pro-cycling measures. And on her fate rests the whole future of transportation and traffic management public policy in the city of New York. Mayor Michael Bloomberg is under considerable pressure to admit that the lieutenant he once charged with delivering his own ambitious "greenprint" for a sustainable city, PlaNYC, has become a PR liability. If he now hangs Sadik-Khan out to dry, it will be a huge setback for PlaNYC, and a major reversal for progressive transport policy.

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How one New York bike lane could affect the future of cycling worldwide

A much more significant story than the future of one bike lane in Brooklyn, a great deal hangs on the lawsuit filed against the city

- New York's transportation chief is a latter-day Robin Hood
- Learning to ride a bike in Manhattan

Calls for calm as bike lane backlash gains momentum

TIM WILLIAMS
CITY EDITOR

THE parents of tragically killed national cyclist Amy Gillett are pleading with Adelaide City Council not to buckle to a growing campaign against separated bike lanes.

Councillor Mark Hamilton will push for the Frome St bikeway to be ripped up in the wake of a backlash from motorists and traders over the loss of traffic lanes and parking spaces.

A backflip on the project would be a major embarrassment for the council, which is a partner in the Velo-city international cycling conference at the Convention Centre next month.

Mary Safe, whose daughter Amy Gillett was hit by an anti-



second time the council has closed up a converted bike lane

+ 14 NEWS

Congestion sparks push to reinstate bike lane for cars

TIM WILLIAMS

TRAFFIC lanes cut for the Frome St bikeway will be reinstated at peak times if Adelaide City councillor Anne Moran has her way.

Two traffic lanes have been reduced to one in each direction to allow for kerbside bike lanes. They are separated from traffic by wide concrete blocks and planter beds that motorists will be able to park between.

Cr Moran said the blocks and planter beds should be removed to create peak hour clearway lanes for cars, where parking would be allowed the rest of the day.

The kerbside bike lane would remain separated from cars at all times by a thin concrete strip.

WHAT WOULD YOU DO TO END THE WAR BETWEEN CARS AND BIKES?

Share your ideas with us. Go to facebook.com/theadvertiser

the project is causing major delays, while traders have objected to a loss of parking spaces because of the concrete blocks.

Bike SA chief executive Christian Haag said Cr Moran's idea "feasibly could function" but would mean scrapping the new trees and landscaping that were an im-



Sea search for swimmer

POLICE will resume an underwater search for a man who went missing while swimming at Encounter Bay yesterday.

The man was spotted near The Bluff just before 3.30pm. He was reportedly being pushed by waves against rocks.

Police say a bystander tried to rescue the man, who had an

SATURDAY MAY 3 2014 ADVERTISER.COM.AU

Cyclist licensing seen as bad move

TIM WILLIAMS
CITY EDITOR

A LICENSING and registration regime for cyclists would be a major deterrent to riding and could cost thousands of jobs if introduced around the country, Bike SA has warned.

NSW Road Minister Duncan Gay yesterday said he was giving serious consideration to making cyclists get licences as a safety measure to combat rising numbers of rider deaths.

The SA Government immediately ruled out the idea.

Bike SA chief executive Christian Haag said the hassles of licensing and registration would deter most casual riders and threaten the 10,000 jobs in the national cycling industry.

"It would act as a major disincentive for people to ride a

Road cyclist conflict likened to apartheid

KURTIS EICHLER
CITY NORTH MESSENGER

LORD Mayor Stephen Yarwood has compared tensions between Adelaide's cyclists and motorists to the South African apartheid.

The comment was branded offensive by the chairman of the African Communities Council of South Australia.

Mr Yarwood's Lord Mayor-al rival in the upcoming council election has also slammed the comment, made on a podcast, branding it "stupid" and "most unfortunate".

"I could have sworn apartheid went out in the 20th century," Mr Yarwood told podcast show *Another Boring Night in Adelaide*.

"But apparently cyclists are evil and must be rid from the surface of the Earth," Mr Yar-

wood told the show. When contacted by *The Advertiser*, Mr Yarwood said he was not joking or being offensive.

"It wasn't a joke," he said. "I was saying that I was pleased apartheid no longer existed and that providing services for all groups is important."

"It was a blunt statement that apartheid was wrong and that calling for no safe infrastructure for cyclists seems to be a very unfair approach to providing equality and justice."

"If I have offended anyone in the community I am genuinely sorry."

Simmering tensions between cyclists and motorists boiled over this month ahead of the opening of the controversial Frome St bikeway.

Motorists and prominent business leaders have slammed

the separated bike lane, while Adelaide City councillor Mark Hamilton labelled it cycling policy "gone berserk".

Cr Mark Hamilton – who is running against Mr Yarwood at the November council elections – said the apartheid comment was "most unfortunate."

"If one is going to make historical references, the Lord Mayor sounds like a crusader from the middle ages," he said. "No one is against cyclists at all."

The chairman of the African Communities Council of South Australia, Mabok Deng Marial Mabok, said the comment was offensive.

Cr Anne Moran said Mr Yarwood's comments could aggravate tensions between cyclists and motorists.

"The apartheid was a terrible crime against humanity

and this is a little bit of a bit," Moran said.

Cr Hamilton said he will push way to be scrapped SA says that work ment in cycling or more".

Bike SA want separated bike lane CBD.

FRIDAY: BIKE SA I MAGAZINE



Adelaide City councillor Mark Hamilton will push for the Frome St bike lane to be scrapped

TIM WILLIAMS CITY EDITOR THE ADVERTISER APRIL 25, 2014 7:48PM

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